

force when it is moving away from the or each said second surface engaging means than when it is moving towards the or each said second surface engaging means, to cause said propulsion means to move along the conduit;

- (b) drive means having a shaft portion adapted to be rotated as a result of fluid flow relative to the drive means; and
- (c) connector means for causing the or each said second surface engaging means to move away from said first surface engaging means as a result of rotation of said shaft portion.

2. A vehicle according to claim 1, wherein ^{the} said first and/or second surface engaging means comprises a respective plurality of resilient bristles.

3. A vehicle according to claim 1, wherein ^{the} the first and/or second surface engaging means comprises a respective electrically and/or magnetically operated gripping means.

4. A vehicle according to claim 1, wherein ^{the} said first and/or second surface engaging means is mounted to a respective vehicle body portion and adjacent pairs of said body portions are adapted to move relative to each other.

5. A vehicle according to claim 1, wherein ^{the} said first and/or second surface engaging means is mounted to a single vehicle body portion.

6. A vehicle according to claim 1, wherein said drive means comprises at least one turbine.

7. A vehicle according to claim 6, wherein at least one said turbine is a multi stage turbine.

8. A vehicle according to claim 6, wherein the drive means further comprises at least one stator for altering direction of fluid flow to increase efficiency of transfer of energy from the fluid to ^{the} at least one said turbine.

9. A vehicle according to claim 1, wherein said connector means comprises a first part having at least one first cam groove and a second part having at least one cam projection adapted to engage at least one said first cam groove such that rotation of said shaft portion in a first sense causes at least one said cam projection to move along a said first cam groove to cause at least one said second surface engaging means to move away from said first surface engaging means.

10. A vehicle according to claim 9, wherein the first part further includes at least one second cam groove to cause at least one said second surface engaging means to move towards said first surface engaging means.

11. A vehicle according to claim 10, wherein the or each said first cam groove has a smaller pitch than the or each said second cam groove.

12. A vehicle according to claim 10, wherein at least one said first cam groove is connected to at least one said second cam groove, and at least one said cam projection is adapted to transfer between said first and second cam grooves to reverse the direction of travel of the first part relative to the second part.

13. A vehicle according to claim 1, further comprising biasing means for urging at least one said second surface engaging means towards said first surface engaging means.

14. A vehicle according to claim 1, further comprising at least one gearbox connected between said drive means and said connector means.

15. A vehicle according to claim 1, wherein the vehicle is articulated.

16. A vehicle according to claim 15, wherein the vehicle is articulated rearwardly of said drive means in use.

17. A vehicle according to claim 1, further comprising braking means for increasing the fluid drag of the vehicle.

18. A vehicle according to claim 17, wherein the braking means comprises at least one sealing means for sealingly engaging the internal surface of the conduit.

19. A vehicle according to claim 1, further comprising one or more wheels for engaging the surface of the conduit.

20. A vehicle according to claim 1, further comprising conduit inspection means.

21. A vehicle according to claim 1, further comprising conduit repair means.

Please add the following new claims:

22. A vehicle for travelling along a conduit having fluid flowing therein, the vehicle comprising:

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- (a) at least one first surface engaging member for engaging a surface of the conduit to apply a gripping force thereto, and at least one second surface engaging member located forwardly in use of the or each said first surface engaging member and adapted to engage a surface of the conduit to apply a gripping force thereto and adapted to move towards and away from the or each said first surface engaging member, wherein the or each said second surface engaging member in use applies a greater gripping force when it is moving towards the or each said first surface engaging member than when it is moving away from the or each said first surface engaging member, and the or each said first surface engaging member applies a larger gripping force when it is moving away from the or each said second surface engaging member than when it is moving towards the or each said second surface engaging member, to cause the vehicle to move along the conduit;
 - (b) drive apparatus having a shaft portion adapted to be rotated as a result of fluid flow relative to the drive apparatus; and
 - (c) a connector for causing the or each said second surface engaging member to move away from the or each said first surface engaging member as a result of rotation of said shaft portion.

23. A vehicle according to claim 22, wherein the or each said first and/or second surface engaging member comprises a respective plurality of resilient bristles.

24. A vehicle according to claim 22, wherein the or each first and/or second surface engaging member comprises a respective electrically and/or magnetically operated gripper.

25. A vehicle according to claim 22, wherein the or each said first and/or second surface engaging member is mounted to a respective vehicle body portion and adjacent pairs of said body portions are adapted to move relative to each other.

26. A vehicle according to claim 22, wherein the or each said first and/or second surface engaging member is mounted to a single vehicle body portion.

27. A vehicle according to claim ²⁷1, wherein said drive apparatus comprises at least one turbine.

28. A vehicle according to claim 27, wherein at least one said turbine is a multi stage turbine.

29. A vehicle according to claim 27, wherein the drive apparatus further comprises at least one stator for altering direction of fluid flow to increase efficiency of transfer of energy from the fluid to at least one said turbine.

30. A vehicle according to claim 22, wherein said connector comprises a first part having at least one first cam groove and a second part having at least one cam projection adapted to engage at least one said first cam groove such that rotation of said shaft portion in a first sense causes at least one said cam projection to move along a said first cam groove to cause at least one said second surface engaging member to move away from the or each said first surface engaging member.

31. A vehicle according to claim 30, wherein the first part further includes at least one second cam groove to cause at least one said second surface engaging member to move towards the or each said first surface engaging member.

32. A vehicle according to claim 31, wherein the or each said first cam groove has a smaller pitch than the or each said second cam groove.

33. A vehicle according to claim 31, wherein at least one said first cam groove is connected to at least one said second cam groove, and at least one said cam projection is adapted to transfer between said first and second cam grooves to reverse the direction of travel of the first part relative to the second part.

34. A vehicle according to claim 22, further comprising a biasing device for urging at least one said second surface engaging member towards the or each said first surface engaging member.

35. A vehicle according to claim 22, further comprising at least one gearbox connected between said drive apparatus and said connector.

36. A vehicle according to claim 22, wherein the vehicle is articulated.

37. A vehicle according to claim 36, wherein the vehicle is articulated rearwardly of said drive apparatus in use.

38. A vehicle according to claim 22, further comprising at least one brake for increasing the fluid drag of the vehicle.

39. A vehicle according to claim 38, wherein at least one said brake comprises a respective seal for sealingly engaging the internal surface of the conduit.

40. A vehicle according to claim 22, further comprising one or more wheels for engaging the surface of the conduit.

41. A vehicle according to claim 22, further comprising conduit inspection apparatus.

42. A vehicle according to claim 22, further comprising conduit repair apparatus.
